(c) if not, the reasons for not operating the Bijapur-Yeshwanthpur-Basava Express on daily basis even after the long pending demand from public and the Members of Parliament and other representative from this area; and

(d) the date from which the train would operate on daily basis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) Due to operational and resource constraints.

(d) At present, there is no proposal to increase the frequency of the train to daily.

New railway projects in North Eastern Region

1913. SHRI DWIJENDRA NATH SHARMAH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of new railways projects in the country particularly in the North Eastern Region that have been formulated during the current year;

(b) the total funds allocated on the these projects; and

(c) the steps taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No new project in the North Eastern Region has been included in the Budget 2006-07. However, two new line proposals from Dimapur to Kohima (Zubza) and Azra-Byrnihat have been processed for necessary approvals.

Proposals of Gujarat for railway crossings

1914. SHRI KANJIBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that as many as 59 proposals of the Gujarat State for permission of railway crossings are pending for approval at different levels in Railways since long;

(b) whether it is also a fact that for want of permission of Railways, the project for water supply cost over-runs and population of scarcity prone areas do not avail benefits from such water supply infrastructure;

(c) if so, the steps proposed or being proposed in regard to grant of permission to the proposals; and

(d) the time by which all these pending proposals would be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) No, Sir. Delays have not been caused on account of Railways. However, in many of the cases the party or the State Government do not submit proposal well in time, or deposit the estimated charges required in time, or furnish the agreement or clarify the queries made in regard thereto expeditiously. These works involve stages like joint feasibility inspection, approval of plans and drawings, deposition of estimated charges, obtaining sanction from Commissioner of Railway Safety (CRS) etc. prior to permission to carry out the works at site.

(c) Checking and approval thereafter of Engineering plans submitted by parties/State Govt., is done at Divisional & Zonal Headquarters level as soon as the cases are received and revised submissions made thereafter.

(d) 7 cases will be cleared during the current month and remaining cases are at different stages of joint site verification, preparation and approval of plans and estimates, CRS's sanction and payment by the party. Hence, early clearance also depends upon prompt and correct submission by the party in fulfilling the requisites.

Introduction of new trains for Southern Region

1915. SHRI GIREESH KUMAR SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) how many trains going to southern capitals like Hyderabad, Chennai and Bangalore have been approved this year for speeding up for introduction of new trains in the southern region;

(b) whether it is a fact that the journey time between New Delhi and the said southern capitals remains the same for the past 25 to 30 years, whereas the trains connecting metros in the northern region run comparatively at a higher speed;

(c) whether it is also a fact that most of the old bogies have been attached to the south bound trains; and